

REPORT NO. [REDACTED]

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INFORMATION REPORT

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INTELLOX 25
COUNTRY Germany (Russian Zone)
SUBJECT Neuruppin Airfield and Radio Stations

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SUPPLEMENT TO
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1. On 8 November 1951, a truck with a current-conducting lead-in was seen at the northern corner of the Neuruppin cemetery. Three wires connected the truck with three small portable searchlights nearby.
2. Outlying Station II was northeast of the road fork formed by the Neuruppin-Wallitz and Neuruppin-Altruppin roads between the latter road and Neuruppin Lake. It consisted of a truck connected to light and power lines. A mast, 12 to 15 meters high, was set up directly beside the truck. Two wires, 30 to 40 meters long and about 1 meter above the ground were also observed coming from the truck. From the armorer source learned that the truck contained a motor having a 3.5 kilowatt capacity.
3. Outlying Station III was near Nietwerder, east of the Neuruppin-Herzberg railroad line. It also consisted of a truck which had power connections. The station also included a mast 12 to 15 meters high, a 3.5-kilowatt motor and wire lines radiating from the truck. Besides these three outlying stations, two more were in the area of the field.
4. On 13 November 1951, three outlying stations were being dismantled. On this occasion source determined that Outlying Station I was fed with 220 volt electricity, whereas Outlying Stations II and III were supplied with a current of 380 volts. When the stations were set up, demands for the delivery of 10 amperes were made. The forward portion of the truck had two doors on each side. The front entrance led to a gasoline engine and the generator. At Outlying Stations II and III, each truck also mounted a gasoline engine with a power unit. Volt-meter reacted when 30 mm distant from the wires; a spark would flash over to an iron rod held about 5 mm distant from the wires. A hole was burned into the uniform of an officer who accidentally touched one of the wires only briefly. The crews of the outlying stations numbered two men at Station I, three at Station II, and six to eight at Station III. These stations were controlled by Senior Lieutenant Yudin (fnu). Yudin was still seen at the Neuruppin airfield after the outlying stations had been dismantled. He was stationed at the field; [REDACTED] At the field [REDACTED] The name of Senior Lieutenant Pikhneyev (fnu) was also heard. *

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25X1X 5. The villas at 3, 6, 16 and 37, Strosenmannstrasse, which had been occupied by officers, were vacated. Administration Officer Lieutenant Chestyakov refused to release the houses to the Germans. **

25X1 6. On 14 December 1951, nine jet fighters, three single-engine aircraft and two biplanes were counted at Neuruppin airfield. A jet fighter, whose landing gear had apparently failed to lower, was towed by a truck, the craft sliding on the fuselage. [REDACTED]

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25X1C On 17 and 20 December 1951, the field was occupied by the same number of aircraft as was observed on 14 December. There was little flying. [REDACTED]

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25X1C 8. At 3 p.m. on 30 November 1951, a rotary searchlight was observed for the first time near Gildenhall on the southeast side of Lake Neuruppin. After flying was completed, a party of about 40 pilots left Neuruppin airfield and proceeded in the direction of Schuetzenhaus in Altruppin where it appeared to be billeted. Motor vehicles observed [REDACTED]

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25X1X 9. On 23 December 1951, 12 MiG-15s, three single-engine aircraft with radial engines and two PO-2s were parked on the field. At 12 a.m. on 26 December 1951, a MiG-15 with the red number 226 Y took off.

10. Between 3 and 4 p.m. on 29 December 1951, five MiG-15s, three single-engine, low-wing monoplanes and two biplanes were parked on Neuruppin airfield.

25X1C 11. Between 9:23 and 11:25 a.m. on 11 December 1951, one take-off each made by MiG-15s with the numbers 541 Y, 226 Y and 195 Y. The aircraft were observed engaged in aerobatics. From 11:30 to 11:48 a.m., the planes with the numbers 1513 and 1523 flew in box formation. From 12:10 to 12:25 p.m., aircraft with numbers 1513 and 1540 flew in box formation. Between 12 and 22 December 1951, flying was suspended due to bad weather. No landing lights were available at the field. [REDACTED]

25X1C 12. Between 24 December 1951 and 6 January 1952, Neuruppin airfield was observed. Nine MiG-15s parked at the field including the planes with the numbers 1096, 1523 and 1540. On 3 January 1952, the MiG-15 with the number 1609 was seen for the first time. Four MiG-15s were believed to be in the hangar. On four type-29 aircraft the numbers 195 Y, 126 Y and 541 Y were identified. Three Yak-11s and two PO-2s were also parked at the field. On 28 December 1951 and 3 January 1952, jet aircraft engaged in aerobatics and flew in box formation. [REDACTED] ***

25X1A * [REDACTED] Comment. The installations mentioned in paragraphs 1-4 are approach beacons. Although the installations were dismantled in the meantime the information is forwarded in view of the fact that no previous reports contained technical details furnished by an expert source. The following technical information may be derived from the present report:

a. With regard to the engine capacity calculated from the ammeter mentioned in paragraph 2, the output of the radio beacon may not be expected to exceed 500 watt.

b. A power unit is installed in a separate compartment in the forward portion of the motor vehicle. Concordant observations were made at the approach beacon in Cottbus.

The names of the two officers are reported for the first time. Their units are believed to be special signal units of the Soviet Air Force.

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** [] Comment. The buildings were presumably reoccupied by the Soviet Air Force. Lieutenant Chestyakov (Inu) is believed to be identical with one Shistyakov (Inu), an officer mentioned in a previous report. []

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*** [] Comment. The report indicates that prior to January 1952, there were no essential changes in the status of the fighter regiment reactivated at this field. The maximum number of MiG-15s observed being 13, the regiment is still not believed to be fully equipped with aircraft. The training of the new pilots with two-seater MiG-15s (type 29) continues. The box formation flights observed point to the progress made by the trainees. Previous reports by several other sources concurred with this.

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